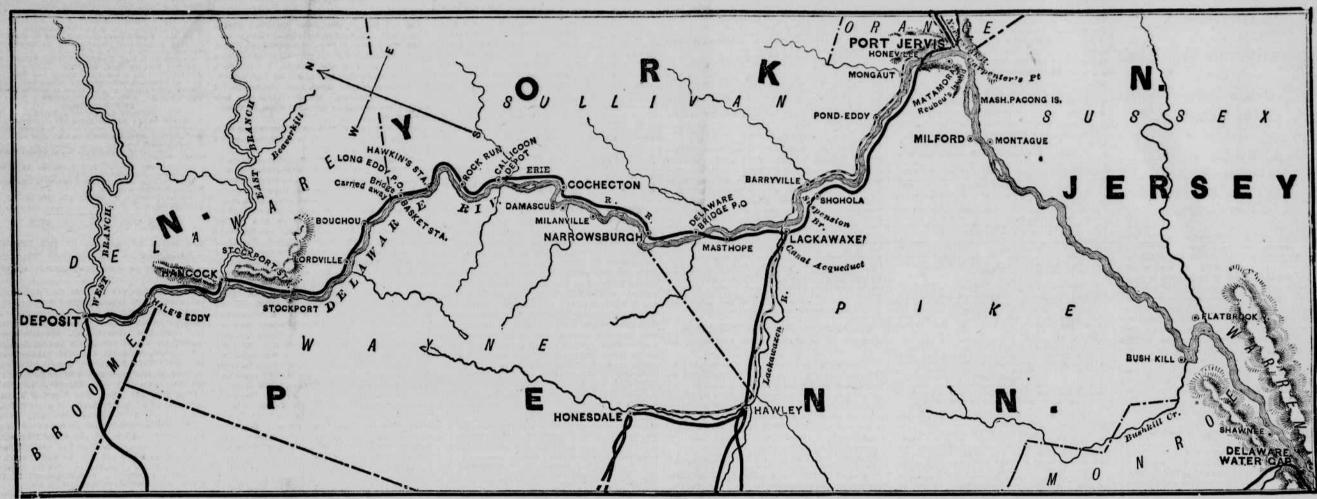
## THE DELAWARE FLOODS.

Map of the Delaware River from Deposit to the Water Gap, Showing the Extent of the Great Flood and the Threatened Towns.



Breaking Loose of the Rivers from Their Icy Fetters.

TERRIBLE DEVASTATION.

Human Beings Swept Into Eternity.

Towns, Villages and Farm Houses Visited with Destruction.

FEATS OF THE FLOODS.

Great Artificial Barriers Wrenched, Twisted and Crushed.

Stoppage of Railroad Trains and Telegraphic Messages.

THRILLING ESCAPES FROM DEATH.

Demolition of Bridges, Mills and Ice Dams.

The People Save Themselves by Flight.

PARTIAL SUBSIDENCE OF THE FRESHETS

Further Danger Apprehended from a Change of Weather.

THE DELAWARE.

THE CALAMITY AT PORT JERVIS AND GERMAN-

PORT JERVIS, March 17, 1875. At last the great agony is over and Port Jervis people have abundant reason to congratuate themselves that their town is still here, and has received a damage that may fairly be regarded as have been." Some twenty or thirty nomes only have been destroyed, two lives lost are all that we hear of thus far, and two bridges are dansaged, one that may be repaired for \$10,000, though \$100,000 will scarcely replace the other, which nowever, is not the property of the town, but of sorge that has threatened the town for a mouth is gone, and the greater storm of ice that came down with the rise of the river yesterday is gone with it, and the town is still here and the river is now sweeping down its bed bearing still, but tranquilly, seaward great masses of the broken, crumbled loe, it seems scarcely possible to realize the excitement that agitated the community but a lew hours since; and, indeed, the indifference, affected or real, with which many they never mily realized it. Yet twelve hours since we were a community quite prepared to take passage with Commodore Noah, or any other man whose boat might have been handy.

THE WARNING OF DESTRUCTION. Last night the alarm came that the enemy was the river had risen ten feet and was rising "a foot s minute." The ten leet actually realized was a sufficiently alarming detail in this story, and the spreatened loot a minute presented a picture or speculative horrors that the rural imagi-nation could not grasp. If the ten feet should be maintained as far down as this what would become of Port Jervis? It would be placed a great many more than seven ways for Sunday-since that rise would send a flood over the ice accumulated here at least six feet higher than the bank and give a loot of depth at points above the railway station. In water a loct deep there is no great power to carry houses away, but there is power to do much damage; and, moreover, as we shall see presently, the water itself is not the greatest immediate cause o. destruction in cases of this sort. Water supphos the loves as granpowder moves projectiles; and the projectiles in this case were the tremen-dons cares of ide their wairled into the gigantic

rents seemed capable of sweeping over and an-hibitating any impediment whatever. TEN MINUTES TO THE DAY OF JUDGMENT.

Naturally, therefore, the report of this rapid rise of the river had in it the elements of panic. It came with the startling effect of an explosion, and the people, who had become anathetic and indifferent in the many days during which they had waited in vain for this alarm, who had come to believe that the danger was over, were in the moral condition of people who feit that it was only ten minutes to the day of judgment, with their names at the head of the list.

Between eight and nine o'clock in the evening a report went the rounds that the ice was moving. in a short time the whole town was in great com-motion. The story originated from a despatch dated at Deposit, and many got the impression that it was from Germantown, only half a mile

The people on the flats began to pack up, and a great demand was made for horses and wagons. But, through the prompt efforts of Chief of Police Samuel Walley, they were prevented in a great measure from moving their furniture. All night long the public barrooms were crowded, every one being it. If sausfied that not many hours could clapse before the ireshet would be felt at this

WATCHING THE RIVER. The telegraph wires kept the authorities informed of the state of affairs all along the river. At the Delaware House a watch was changed every hour, the patrol consisting of about twenty men, who watched the river for two miles in length. Two locomotives were also kept plying up and down the road from the fron bridge, which was three miles above, so that no stone was left unturned to give the citizens ample time to reach

a place of safety in case of imminent danger. All night this report of the evening's advance was kept up; despatches from points constantly nearer and nearer came in. It gave an impression of deliberateness, of calm, slow, long-deterined purpose, this tardy, terrible advance; and the terror grew greater-or, rather, the effect grew greater-as latigue and apprenension wore out the courage with which people were prepared to face the great calamity. It was calculated by Mr. Chanute at what hour, by the comparative progress made from point to point, the great down for eight or nine A. M. to-day. Reassured by this many went to their homes and slept, but the more anxious kept on toot all night, or per-

haps dropped away to a little slumber toward THE REAL ALARM.

At six o'clock this morning the alarm was given, as it had been concerted between the authorities and the people, that danger was imminent and notice was given to the people to leave Germantown, the most exposed point. Assistance was given to many invalid and infirm persons. But a little later the same alarm was given in Port Jervis and the real excitement of the day began in the bustle and hurry and rush of the people in the jammen streets to get away and save their little property.

Soon after seven A. M. the announcing avalanche reached the iron bridge across the Delaware, at at the point called Sawmill Rift (shown in the map). At this moment a locomotive, under charge of Division Superintendent Thomas, came dashing down the ranroad track, whistling with all its might of sound, thus warning the proor satety. As the locomotive came into Porc Jervis some half a dozen other locomotives sent forth a surili scream that defles description.

FLIGHT FOR SAFETY. In less than fifteen minutes over two thousand persons were on the streets, and in half an hour Pike street, leading down to the suspension bridge, was black with the throng, Soon wager after wagon came rattling down on the flats, and suca a tumbling out of furniture from the various houses was never before Witnessed in Port Jervis. Here and there could be seen men hurrying along loaded down with goods, women ranning with children, all seeking a place of safety. The nill-ides were lined with spectators, while the continual shricking of the numerous locomotives and the ringing of bells added to the confusion and sent terror into the hearts of many. Soon the housetops were crowded with people. On the roof of the Dalaware House stood dozens with field glasses taking observations and watching the bend at Germantown.

AN IMMENSE BLAST. Near seven o'clock a great blast was made of fity pounds of hitro-glycerine. This had been previously placed under the ice at the strongest point of the dam to await the critical moment when the rise of the water would make the weakening of the structure advantageous. Undoubtedly tals had a very great effect in weakening the mass. It threw large tragments 500 feat into the air and destroyed the real point of resistance.

A little before seven the river began to rise slowly near the town, the suspension bridge being crowded with speciators. Chief of Police Walley had his force early going the rounds to aid the people. Several women had to be carried out of their houses in chairs; in fact no less than half a dozen sick persons were thus rescued from the

pestaction of the iron brings. The enermous mass of ice, not less than twenty, eroups thirty, less in height, and from one to two miles in length, was simply being pushed down the course of the river by the water it, and was ploughing its way, clearing out with tremendous emolency whatever was before it.

made no more account of ordinary bridges than the farmer's two-horse subsolier would of the root of a rose tree. Every fabric of that sort far up the river was cleaned away, and about seven o'clock A. M. it was at the irou bridge of the Eric Railway over the Delaware, just above here. This was a fine, strong bridge, made of wood and fron together, one of those Knitted labrics of engineer-

oclock A. M. It was at the iron bridge of the Erie Ratiway over the Delaware, inst above here. Tots was a fine, strong bridge, made of wood and iron together, one of those knitted labrics of engineering ingenuity that puzzle the istless passenger every oay in the year with the glimpse of the mazy intricacy of boits and griders and fastenings of every conceivable kind which they give. It neld but a little while, and yet was, perhaps, of incalculable service in oreaking and dispersing somewhat the head of the column. Of course, it gave way. This was at twenty minutes to eight. The whole bridge did not go, nowever. Some considerable portion of it was not immediately over the river, but stretened from a high point of the bank toward the edge of the stream. All that part of the bridge that was over the channel was cleanly cut away, pushed down the stream and nuried to one side to make way for the conquering monster iffat nurited past it for other achievements further down the valley.

At half-past seven a despatch was received in town that the bridge had been carried away, and soon a locomotive reached the depot confirming the nect and stating that while crossing the bridge the lies struck it, and the locomotive had not got ten feet off the east side when the bridge began to go. One man was on the bridge at the time and barely escaped with his life. He was a flag man and in the employ of the company.

In the level between the river and the hills is the track of the Erie, and between the track and the river, a mile above Port Jervis, is the village of Germantown, some hundreds of neat little two story frame houses, grouped on a lew regular streets. Into this village the water and ice came with a roar that threatened annihilation, and it seems scarcely less than miraculous that it did on the wholes of ittle harro. Some houses were bowled away, crushed and destroyed altogether, others were dismantied and dissected—cast about in topsy-thivey indifference to architectural intentions—and from some the people had hairbread

huried into the air as if they were mere nothing. Such a complete wreck was never witnessed at any collision that ever took place. A few of the wheels and some of the bottoms are all that now remain. The loss on these cars will not be less than \$15,000.

The RISE AT PORT JERVIS.

The water rose gradually about the bridge until nearly eight o'clock, when it began to show itself on Thompson and King streets. It came stealing along quietly, but every one could see that mischief followed in its wake. At eight o'clock it began to snow its strength, and soon around Germantown Point came dashing huge cakes of ice, and the signal was sounded that the worst was near at hano. ear at hand. At last that happened which no one could have

mantown Point came dashing huge cakes of ice, and the signal was sounded that the worst was near at hand.

At last that happened which no one could have hoped for. The great ice plough proved a plougn to the last, and a deep one. It ploughed out the great ice gorge and dam—cut it through and tarough, tore it into ten thousand tragments and moved it away. It was the intense moment of the drams, when the ice from above came down to the bridge and upon the ice lodged here, but when the rumors spread that the dam was started, that it was moving, that it was swept away, the sense of icilet, of unconstrained joy, of excitement showed—what had not been intogether apparent in the demeanor of the people—how deeply their leclings had been wrought by the incidents of this event in their lives. As the report spread that the dam was moving there was a rusa and a clambering for high places from which to observe the gratiiving sight, and the housetop, the tops of cars and other elevated points were more than ever filled with the happy multitude.

It was naturally a happy moment. People who had wondered for a month past whether the ice here lodged might not prove their ruin, and who had now open startled by a fresh alarm and the miniment tureatening of abother dasher the ice love lodged might not prove their ruin, and who had now open startled by a fresh alarm and the miniment tureatening of abother danger—the coming of the nammer that was to crush them on this great anvili—saw with the deepest conceivable content the great anvil crushed under the trul blow of the great anvil crushed under the trul blow of the great anvil crushed under the trul blow of the great anvil crushed under the trul blow of the great anvil crushed under the trul blow of the great anvil crushed under the trul blow of the great anvil crushed under the trul blow of the great anvil crushed under the trul blow of the great anvil crushed under the trul blow of the great danger was over. The supersion hindex of the content was positive to the great danger was

orners goes the suides!"

The iron bridge, after carrying away the Sension Bridge, was lorged toward toe easte

shore and struck two small buildings hall submerged in water. Both in an instant were nurled into a trousand tragments. Down the stream the iron bridge dashed and rounded Carpenter's Point, and was then lost to sight. It was carried a distance of fully three miles and was finally stopped at a place called Van Noy Island.

During the freshet over 506 houses were inundated at Port Jervis and Germantown. At the former place the water reached First street and Jersey avenue, submerging all of Railroad avenue, Lumber street, Thompson, Water, King, Pike. Brown and three small streets south of Railroad avenue. Every house, with the exception of about half a dozen, was deserted. On one could be seen a man sitting with a board in his band, evidently intending to use it as a float should the house be carried away.

A WOMAN'S PLUCK.

A woman named Hurley relused to leave her house, and the water rose clear up into the second story of the building, while she remained. When the water had receded and the people came near the house she stuck he head out of the window and laugningly said:—"What a lot of scaredevils! What was you arraid of? I knew the water could do no harm to Christians,"

It was quite amusing to see men running with chickens and goats in their arms at the early start of the flood. One fellow came along pulling three hogs by a rope, but he only managed to get them half a block, for they all would endeavor to take opposite directions, and at last he was compelled to desert them for his own safety, and soon they bok one route as a reward for their oostinacy, and were carried down the stream amid the ice. A valuable horse was drowned by the irechet, its owner being unable to get it out of its stable. It was surprising that all the horses on the lower side of the flats were not carried away.

NAMES OF VICTIMS.

Among those who have sustained a loss are Amos Woodward, J. T. Beddeil, Mr. Cregab, C. Nichols, T. Branch, C. Douglass, W. M. Rhodes, Mr. Murphy, Mr. W. Muir, C. Johnson, Mr. Shaw, Thomas Ganley, Thomas Shep John A. Abbott, of the road, has issued the fol-

John A. Abbott, of the road, has issued the following:

New York, March 17-1:35 F. M.

There will be no interruption of through travel on the Eric Raliway, as an arrangement has been made to use the broad gauge line of the Delaware, Lackawanna and Western Raliway, between Bunghamton and Jersey City, during the continuance of the break at Port Jervis, thus enabling the trie Raliway Company to run its through passenger trains without change of cars from its own depot, at Jersey City, to Buffalo, Chicago and Cincinnari at the regular avertised hours. Local trains will run as asual.

It is reported that two men have been drowned about two miles above here. Their bodies were recovered, but there was no way of communicating with points up the river and their names were not ascertained.

MORE DANGER.

were not ascertained.

MORE DANGER.

There are still fears of another flood. The various streams that run into the Delaware are beginning to fill again, and the people predict another drowning out. The water remains about the same neighb as after ten o'clock A. M. Immense quantities of ice have passed down all daylong.

UP THE RIVER.

PORT JERVIS, March 17, 1875. The first sign of impending danger appeared at Downsville. on the West Branch, in Dela-ware county. The ice began breaking up there yesterday atternoon, the river rising almost in an instant to an immense beight. The flood did comparatively little damage until it passed Deposit. A short distance below that place the ice formed a heavy gorge in the channel. This was in a few minutes piled thirty leet high with large cakes of ice. The water being damined by this blockade it rapidly ran back to Deposit, burl ing huge cakes or ice up to the top of the Eric Railway embankment and leaving some across the rails. The railroad bridge over the river at Deposit was lifted slightly from its foundations. The lower part of Deposit was quickly inundated. So sudden was the flood that dwellings were surrounded before the inmates could escape, and they were removed in boats. Houses were seen doating away among the broken ice in a very short time, and horses, cows and pigs were seen on all hands swimming for places of safety. Devereux's extensive sawmili was removed from its foundations, and thousands of dollars' worth of lumber were swept away. The water had reached almost the centre of the village, and stores and dwellings were being emptied of their contents, when a forced through the gorge and the water receded, passing in a flood of heaving ice down the river, bearing away lumber, lences, trees and several buildings. Many valuable horses and cows were crushed in the surging mass. Between Deposit and Hale's Eddy portions of the carcasses of horses lie high up on the ice cast upon the banks.

From Deposit the flood passed by Hale's Eddy. where it took away nearly a million feet of lumber ready for raiting, belonging to Renry Evans and James Futhet. A. Whiteman, who was keeping a lookout out for the property, washwashed away perore he could escape, and his body has not yet been seen. Every lence or tree standing along the bank was carried off. When the advancing ica struck the ice gorge at Haie's Eddy, which formed on February 27, there was a momentary eneck. Tas moving ice rose with the force bealing it in a great wave, more than fifty feet high, and rolled over the obstruction, which was soon torn away and

miles beyond Hancock, everything was inundated. George McComb, who was in a barn, 100 yards from the river, putting the narness on his horse, heard the roar of the flood and had time to reach a large chestnut tree near by and climbed beyond the reach of the advancing water and ice, which rolled threateningly below him for hours before he could leave his perch. A TRAIN CHECKED BY THE FLOOD.

At Hancock, where the East Branch joins the main stream, the water had been rising gradually all day, but no break up was considered imminent-At a quarter past seven last evening the began breaking and the river commenced rising very rapidly. Train No. 5, the Erie Railway, was approaching

rising very rapidly. Train No. 5, on the Eric Railway, was approaching Hancock at that time. The great flood burst upon the sight of those aboard the train as it came thundering down the valley. The train was stopped scarcely twenty-five leet above the water margin, which extends in anoad over the flats, which stretch a quarter of a mile from the river bank. The avaianche was sweeping everything before it. Huge trees, that had withastood the winds and storms of centuries, snapped before it like reeds and toppled over to join the destroying desinge. For three miles down the stream the flood advanced without resistance, within eighteen inches of the railroad track, upon which huge blocks of ice were hurled at intervals.

The passengers in the train fied in terror to the high ground on their right; men, women and children, pelimeil and with no regard to baggage or property of any kind which they might have in the cars. The sight was one to terrify the stoutest neart. Women fainted and were carried from the cars. The air was filled with the crees of irigitened women and children, and the gathering darkness added terror to the scene. Three miles below Hancock the ice became gorged in the channel. In a very iew seconds the water was rushing back along its track to Hancock. At several places the railroad track was covered with ice and water, and every telegraph pole the entire distance was tevelled to the ground. The iron railroad track was concled the stringers. The villagers were horror-stricken. Destruction to the lower part of the place was threatened. In less than a quarter of a minute the water raised ten leet above its flood height. Fortunately the pressure was so immense that the gogge gave way and the water raised ten stringer in the cars was the last manches that the gogge gave way and the water raised ten stringer in the cars was the sum that the water raised ten see above its flood height. Fortunately the pressure was so immense that the gogge gave way and ten teet above its flood height. Fortunately the pressure was so immense that the gorge gave way and the water lell as randly as I had rise. Cakes of ice weighing hundreds of tons were left lying across the eastward bound track. When the great dam was at its highest it was nearly a mile wide and forty feet high. In its lowest part, singularly, the damage to the railroad was slight. It was with great difficulty that many of the passengers who had left the train could be induced to again get aboard, but the train was finally started on its way and met no further obstruction.

COURSE OF THE DELUGE.

Night now enwrapped the scene. The moon, shining on the sarging flood, brought out in bold refiel its ragged profile and surrounded it with new terror.

COURSE OF THE DELUGE.

Night now enwrapped the scene. The moon, shining on the surging flood, brought out in bold rehel its ragged profile and surrounded it with new terror. Rusning on down the river, it reached Stockport, sweeping the banks above clear of lumber, fences, telegraph poles and overything movable. The timber for fifteen raits was carried away from the bank at the village, and it is thought that three tramps, who had been fixed by the railroad company to watch a pile of railroad ties, were drowned, as they have not been seen since the flood. The high bank of the railroad protected it from damage, but the track was piled and of lee for mies. The accumulation of the flood now represented a fortune a millionnaire might cover, and contained the fragments of many an numble home. Run and desoisation marked its track, but greater was still to come.

RACING THE TORRENT.

After the destruction of telegraph communication at Hancock, R. W. Ware, superintendent of the track on the Delaware division, started in a handcar for that point to give warning to the stations below; but the combined efforts of a force of stout laborers were insufficient to outstrip the flood, and they were only enabled to keep ahead of it, it moved in a wave fifteen seet high, crowned with ice, logs, trees and miscellaneous drift. Its morion was rotary, and seemed to reach clear to the bottom of the river at every roil and surge. From stockport it swept through Big Equinunk eddy, clearing raits and lumber docks and taking away three small buildings.

the bottom of the river at every roll and surge. From stockport it swept through Big Equinunk eddy, clearing raits and lumber docks and taking away three small buildings. It passed under the suspension bridge unling the villages of Equinunk and Lordville, badly shattering the bers. At the Basket station another double span wooden bridge was destroyed, the massive stone pier crumbling to pieces like sand. This ordge was carried on the ice as far as Hankin's, where it lodged, causing another block-ade of the Ice. Before it forced its way along the water backed for two miles and threatened destruction to the railroad track. The lumber for littee raits lay pied near the mouth of Little Equinunk Creek, between Basket and Hankin's, it befonged to the Bramans and Kellams. Beavy lumber operaters, and was all carried away.

The village of callicoon coverand.

The lee from Big Equinunk to Callicoon went out at the break-up in February. This extent of ior, which had covered sixteen miles of the river, all day jammed on Callicoon lished, and now stretched back seven miles. When the flood struck it t resisted for a moment and then gave way. Callicoon Creek was jammed back a mile. The bank was piled any with ice in a lew minutes and the water broke over. It was listed up and broken to pieces, The ice made a learnt jam at Rock Run and dooded Canlicoon. Many of the residents had deserted their houses iong before and stood on high ground, poweriess to stay the work of destruction going on around them. Acres of fertile river bottom were cut away at this piace, and burely a stick of timber is to be seen. The jam at Rock Run was of longer quration than any of the previous were, but broke away about miningus.

any of the previous were, but broke away about mininght.

COCHECTON'S EXPERIENCE.

The flood passed beneath Cochecton Bridge without doing any damage, and got through Cochecton Falls. The danger that threatened that village was accordingly thought to be over out about one o'clock it was discovered that the water was backing up rapidly, and it was at once known that a jam had occurred below. A despatch from Narrowsburg informed the people of Cochecton that the ice had gorged badly on Hog Island, two miles west of the former place. The jam did not oreak until two o'clock, and the lower parts of Cochecton was drowned out. The water stood four feet deep in the houses. As at previous points, large quantities of imber were swept away. After the ice left Hog Island it soon struck the "Narrows" in the opening to Big Eddy, the deepest place on the river. Both snores of the "Narrows" are perpendicular rocks thirty seet migh, and a wooden bridge about one hundred seet long spans the passage, the rocky foundation farmshing natural goutments. The ice in the Big Eddy was lour feet thick, and ween the flood reacaed it was

quite solid. This targe body of unbroken ice offered such resistance to the advancing mass that it was again checked. The ice at once commenced plining up in the "Narrows" beneath the bridge until it reached the beams. By that time a large piece of the flood lee was forced beneath that still intact in the Eddy, and the great upward pressure incred it to give way. It parted in the centre and the report that followed was like the firing of a cannon. Instantly that portion of the ice nearest the Pennsylvania shore raised up ten feet, and, as it broke into cakes, they were thrown high into the air.

The Damage at Big Eddy.

The upheaval swept in a circle around to the New York snore, forcing the ice and water through a culvert beneath the railroad, the outlet of a pond on the other side of the railroad, and a sheet of water twelve feet deep and covering over two acres of ground was formed below the pond. The sudden rise twisted several large hickory trees off, standing at the mouth of the outlet, but the flood ice naving forced a sufficient channel on the Pennsylvania side, no further damage was done in the Eddy. Darby Tannery, below harrowsburg, on the Pennsylvania side of the river, was surprised by the ice, and all operations there have ceased.

PARTIAL ESTIMATE OF THE LOSS.

The loss above Port Jervis cannot be less than \$500,000. It is leared that the immense quantities of lumber destroyed will seriously affect the machail question in the lumber region. The flood of yesterday and to-day may be recorded as the most damaging ever known in the Delaware of the great ice flood in the utelaware.

most damaging ever known in the Delaware valley.

No idea of the ruin that lies in the water of the great ice flood in the Delaware River above this place can be formed without visiting the various places along the stream. The rise of the water was so sudden that, even though it had been expected for days, it took the entire region of surprise, and where the least damage was anticipated there the most seems to have been done. Although the river is still white with floating ice the worst is believed to be over. From the head of the river to this place and far below, a wall of ice blocks from ten to twenty feet high lines each bank. Thousands of dollars worth of lumber is strung along the whole length of the stream, jammed up in the ice, and the most of it is irrecoverably lost.

THE SUSQUEHANNA.

THE WORK OF DESTRUCTION ALONG ITS BANKS-WILKESBARRE, PLYMOUTH AND OTHER TOWNS

Preparov Pa. March 17, 1875. At three o'clock this morning there was not a cloud in the sky, and the moon and stars looked calmiy down upon the work of destruction compieted by the flood during the previous six hours. At daylight the streets were frozen and covered with a light mantle of snow. Standing on the only remaining span of the new bridge, the scene which met the eye was a dreary and desolate one. The river was clear of ace, except along its margins, but it rushed by with a tremenas wildly as the Hudson when a northeaster surs it up. The current had dropped down considerably, but this was caused by the change in the weather, which closed up the many mountain THE WORK OF THE PLOOD.

Looking over the vast sweep of the Susqueseen in the large slabs of soud ice piled up along the banks and in many places tossed up into rugged promontories twenty feet mgn. The grounds of the elegant residences along the distigured by the uncouth accumulations left by the angry flood. In and around junction there are painful evidences of destruc-tion. Houses have been wrecked, outbuildings swept away, iences removed, trees upbottom lands. Just above the junction a magnificent iron bridge spanned the Lackawanna River, which empties into the Susquehanua at this point. This, too, iell a prey to the flood, and was completely demolished. Scarcely a vestige remains of the handsome structure, which, though small, cost nearly \$10,000.

The back water from the Susquehanna carried it away. Of the three large bridges which were swept into the current, and whose mammoth proportions passed out of sight intact, not a beam or girder is to be seen from the river banks, Shortly after they went down a terrible crash was heard below, where they probably struck on . small island which ites just opposite Wyoming, in

about the centre of the river.

ANOTHER VISITATION FRARED.

Athough the bridges are gone and the river has subsided considerably, there exist great ap-presensions with regard to a supplementary flood, which will undoubtedly set in with warmer weather. It has been ascertained that all the ice has not gone out yet. Indeed, a gorge of unusual proportions and strength has formed since last night, beginning at a point about two miles above this place and extending up the river beyond Ransom, which is about eight miles from here. This gorge is in extent about half a mile wide, and it goes up the Susquehanna at least ten miles, if not further-The whole distance is covered with vast acres of crystal slabs, from three to four feet thick, and massed in irregular conformations to the average height of iwenty feet. Looking down upon it from a bridlepath in the mountain below Campbell's Ledge to-night, the scene is one of terrific Arctic grandeur. The rugged peaks of the crystal blocks stand like giant spears and reflect the pale blocks stand like giant spears and redect the pale rays of the moon with spectral significance. This gorge is lodged here between two lofty mountain ranges almost perpendicular in their formation and now covered with two or three feet of snow.

COMMUNICATION CUT UPP.

Many farmhouses are submerged, and all railroad communications are cut off. The Lenigh Valley road, which touches here, is covered with water and ice to the depth of several feet. It is

CONTINUED ON TENTH PAGE.